

# L Train Shutdown

access  
queens

225,000

Number of L train daily weekday ridership between Manhattan and Brooklyn (double since 1990)

11,000

Number of NEW residential units projected in Long Island City by the time of the L Train Shutdown

22,000

Potential population increase of Long Island City (projecting two residents per unit)

0

Number of public L Train Shutdown meetings the MTA has held in Queens for local residents\*

## The Problem

Starting in Spring 2019, the MTA will suspend L train service for 15 months in order to make critical tunnel repairs. The L train currently carries 225,000 commuters between Manhattan and Brooklyn per weekday. According to the MTA's "Transit Demand Model," displaced L train riders will be funneled north to the G train at Court Square in Long Island City, where they will transfer to already-overburdened E, M, and 7 trains for final destination in Manhattan.

The influx of new riders directed to the 7 and E trains will negatively impact subway service in Queens, which is already plagued with delays, signal problems, and overcrowding.

## Our Solutions

Access Queens authored a proposal that contains a variety of crowd-calming solutions to mitigate the influx of passengers expected at Court Square. The proposal was submitted midyear to the MTA for consideration. Following are its overarching solutions. To view the full report, please visit [www.AccessQueens.org](http://www.AccessQueens.org).

- Extend the G train further into Queens (either Queens Plaza, 71 St Continental or 179 St)

- Establish free walking transfers in Queens:

- Queens Plaza: G → E/M/R
- Queensboro Plaza: G → 7/N/W
- Queens Plaza: E/M/R → Queensboro Plaza: 7/N/W
- 21 St.: G → Hunters Point Ave: 7

- Establish additional Brooklyn walking transfers:

- Hoyt-Schermerhorn: G → Hoyt St: 2/3
- Hoyt-Schermerhorn: G → Dekalb Ave: B/D, N/Q/R

- Establish new bus options:

- Extend M34 → 21 St for connection to G/7
- Shuttle bus from Court Sq → 63 St/Lexington Ave
- Create a Q39X bus → 34 St (Manhattan)
- Create a Q67X express bus → 34 St (Manhattan)

- Leverage street exits:

- Direct 7 → E/M transfer with street exits

In the MTA's mitigation plan, only two solutions from our proposal were accepted, which will not be enough. Up until the shutdown occurs, we will need:

- Heavier consideration of the L Train Shutdown's impact on Queens
- Contingency plans and solutions to mitigate the influx of Brooklyn riders into Queens
- Public meetings about the shutdown held in Queens
- Continued city- and state-level support to increase transit access and capacity

\* Number reflected as of when this document was printed.

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